



Blake Trask, Chair
Max Hepp-Buchanan, Vice Chair
Ann Boyd
Allegra Calder
Jodi Connolly
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Anna Telensky
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: September 7, 2011 / 6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Vice Chair: Max Hepp-Buchanan
Recorder: Matthew Crane
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Allegra Calder; Ann Boyd; Matthew Crane; Sean Cryan; Gabe Grijalva; Max Hepp-Buchanan (Vice Chair); Kelsey Jones-Casey; Neal Komedal; Liz Nixon; Blake Trask (Chair); Jean White

Members Absent:

Jodi Connolly

Guests:

Seattle City Councilmember Sally Bagshaw; Sandra (Sam) Woods, Seattle Dept. of Transportation (SDOT); Doug Cox, SDOT; Darby Watson, SDOT; Devor Barton, Seattle Pedestrian Advisory Board (SPAB); Tom Fucoloro, Seattle Bike Blog; Merlin Rainwater; Mike Mariano

MEETING CALL TO ORDER

- Meeting was called to order at 6 p.m. by Blake Trask.

PUBLIC COMMENT

- Comments by members of the public:
 - Merlin Rainwater advised the Board that after much effort on her part, the Seattle Art Museum recently updated its website to provide directions first for walking and bicycling, then driving; she also mentioned that at the University of Washington light rail project site a construction access road crosses the bike trail without any signs warning bicyclists
 - Tom Fucoloro reported on a recent bicycle fatality on stairs near Fairview Avenue North
- Comments by SBAB members
 - Neal Komedal requested a moment of silence for the recent bicycle fatality
 - Jean White advised there is a closure sign on the Ship Canal Trail without any detour sign posted for alternatives, and that at Myrtle Edwards Park signage alerting visitors about a construction project is in the wrong place for bicyclists

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

- Blake Trask suggested follow-up action by interested Board members
- Gabe Grijalva advised that the intersections of 20th Ave. S. at S. Jackson and E. Yesler, the loop detectors are not activating for bicycles—Doug Cox (SDOT) said the telephone number to call for that problem is SDOT Signalization, 206-386-1206
- Allegra Calder warned that recently two locked bicycles in Seattle were reported stolen that had been locked with cable locks, and that the cables had been cut
- Ann Boyd advised that for bicycle collisions that had been recently studied in Vancouver, Toronto and other cities, common factors involved were construction projects or parked cars next to bike lanes
- Matthew Crane mentioned that statewide bike counts are being held on September 27-29, 2011, from 7 to 9 am, and 4 to 6 pm, and that volunteers were needed

PRESENTATIONS

Time: 6:20 p.m.

Topic: Copenhagen Study Tour

Presenters: Darby Watson (SDOT) and Councilmember Sally Bagshaw

Purpose: Provide a briefing on a recent study of bicycling infrastructure in Copenhagen, Denmark

Findings / Critical Points:

- The study occurred during the period June 4 through June 10, 2011, and was attended by Darby Watson and Seattle City Councilmember Sally Bagshaw, among others.
- A principal purpose of the study was to assist SDOT in preparing the Seattle Bicycle Master Plan Update, expected in 2012.
- The study tour convincingly showed that cycle tracks are the way of the future for bicycling infrastructure in Seattle.
- The study focused on nine separate aspects of bicycling in Copenhagen: (1) culture; (2) vision and political will; (3) equipment; (4) geography and weather; (5) system planning; (6) design; (7) regulatory environment; (8) education and encouragement programs; and (9) economics and financing.
- [1] Culture
 - There are significant differences between Seattle and Copenhagen, *e.g.*, Copenhagen is flat, it has 40 years of experience in developing bicycling infrastructure, cars have a 180% tax levied on them, and fuel is approximately \$10 per gallon
 - Bicycling is very social in Copenhagen, there are a lot of conversations going on while riding, and parents and grandparents often ride bicycles; bicycling is a part of Copenhagen's culture
 - Seattle has its bicycling history, too; for example, Seattle held a bicycle tournament in 1888, and the Seattle Bicycle Club was popular in the 1940s
- [2] Vision and Political Will
 - In Copenhagen, there is vision and political will supporting bicycling as an economic means of transportation
 - Copenhagen created a high-quality bicycling infrastructure to appeal to everyone
- [3] Equipment
 - The typical bike in Copenhagen is a 3-speed style bicycle
 - Bikes are required to have frame-mounted locks
 - In Copenhagen, helmets are not required for cyclists age 12 and older, as the focus is on bicyclists being comfortable; if the focus were on safety, it would imply that bicycling was an inherently dangerous activity, and in Copenhagen they believe bicycling 20

minutes a day is much better health-wise compared to the benefits provided by bicycle helmets

- [4] Geography and Weather
 - Bicyclists ride in the snow in Copenhagen; as the preferred mode of transportation, cycle tracks are cleared of snow before the roadways
 - To encourage bicycling, Copenhagen publicizes that there is only a 3½ % chance that it will rain
- [5] System Planning
 - Copenhagen doesn't separate its land use decisions from bicycle facility planning
 - 4 to 7 kilometer trips are the most common
 - Copenhagen is 1/3 the size of Seattle with the same population
 - Bicycling is treated as a separate form of transportation; pedestrians can be ticketed for standing in a cycle track, bicyclists can be ticketed for riding on a sidewalk
 - Cycle tracks are 2.8 meters wide, with 3-inch curbs, and traffic signals are synchronized for 12 mph speed
- [6] Design
 - Cycle tracks are built with a grade-separation design, have their own traffic signals, and are painted at intersections
- [7] Regulatory Environment
 - A "Copenhagen left turn" is universal; in that type of turn, the bicyclist crosses the intersection on green and, after reaching the far side of the intersection, waits for the light to change before proceeding left
- [8] Education and Encouragement Programs
 - Many who live in Copenhagen are immigrants who come from non-bicycling cultures, so to encourage bicycling Copenhagen requires, for example, home healthcare providers to be able to bicycle
- [9] Economics and Financing
 - Copenhagen spends \$10 to \$20 million per year on its bicycling program alone
 - By comparison, Seattle spends \$4 to \$6 million per year
 - Copenhagen removes 1 to 2% of parking spaces each year
 - Difficulties faced in Copenhagen include insufficient bicycle parking and abandoned bicycles
- Councilmember Sally Bagshaw provided additional observations and comments:
 - Copenhagen has a healthy population, she noticed little obesity
 - The streets were in very good condition, she didn't see any potholes
 - To help stop the fight between cars and bikes, she is promoting neighborhood greenways for Seattle, and dedicated streets for bicyclists with links to neighborhood greenways
 - In some areas of Copenhagen, the city closed streets for use by cars; initially business owners were upset, but eventually they liked the change because when cars drove through the area, the drivers went past their businesses, but when pedestrians walked through the area they often went inside
 - If bicycling is safe, people will use it as a form of transportation
 - In the upcoming election a \$60 Vehicle License Fee is on the ballot, which will provide crucial funding for bicycle facilities in Seattle
 - She would like the Seattle Bicycle Master Plan to be flexible in order to leverage resources in Seattle more efficiently

- Darby Watson provided some final comments:
 - She will look closer at cycle tracks in updating the Bicycle Master Plan (BMP)
 - Updating the BMP will take a data-driven approach, but that requires time and money
 - Seattle is doing very well considering the short amount of time it has had the BMP

SBAB Comments/Questions:

- Jean White commented that when she was recently in France and Germany, there were simple bikes everywhere, always with lights.

Time: 7:20 p.m.

Topic: SDOT Update

Presenters: Sam Woods (SDOT) and Doug Cox (SDOT)

Purpose: Provide an update on planning and current projects

Findings / Critical Points:

- Small projects in high traffic areas for pedestrians, bicyclists and transit users can also be conducive to bicycle facility improvements.
- Phase II of the Ship Canal Trail extension project begins on September 12, 2011, connecting the Ballard Bridge to W. Emerson Street; information is available at:
<http://www.seattle.gov/transportation/shipcanaltrail2.htm>
- A seismic retrofit of the Ballard Bridge is currently in planning, with three possible improvements for bicycling being contemplated:
 1. Reduce the width of the outside railing of the bridge approaches to widen the walkways/paths approximately one foot
 2. Improve the connection to the Ship Canal Trail, bypassing W. Emerson
 3. Widen the walkways/paths of the bridge approaches to approximately 10 feet
- Traffic circles are being planned for the Wallingford area.
- Neighborhood greenways are being promoted as part of SDOT's public outreach program, and SDOT is interested in designs for signs depicting neighborhood greenways.
- Currently in the Bicycle Master Plan there are 230 miles of signed bicycling facilities, and some regional routes are part of that total; at the end of 2011, 91 miles of the total of 230 will be completed—Doug Cox asked the Board whether, for the remaining miles, the priority for signage should be marking regional routes or connecting residential streets.

SBAB Comments/Questions:

- Several Board members suggested regional routes should be prioritized for signage, but others suggested signage should be prioritized for connecting residential streets; there was no consensus reached.

SBAB Recommendations:

- For the Ballard Bridge seismic retrofit project, the Board recommended option 3 first, option 2 second, and option 1 last.

Time: 7:50 p.m.

Topic: Check-In, Board Accomplishments, and Next Steps

Presenter: Blake Trask

Purpose: Review Seattle Bicycle Advisory Board accomplishments for 2011, and discuss next steps for the Board

Findings / Critical Points:

- Blake Trask and Max Hepp-Buchanan provided a 2011 priorities list, containing topics, actions and outcomes.
- Blake emphasized the importance, when meeting with the City Council, of discussing and recommending specific projects.
- The Board should emphasize and highlight the recommendations it made to CTAC III, the Citizens Transportation Advisory Committee.
- Neighborhood greenways and separate bike facilities should be emphasized in bicycle planning.
- Bikeability tours were also discussed, including scheduling a possible tour in the Center City area.

MEETING ADJOURNMENT

- Blake Trask adjourned the meeting at 8:05 p.m.

ATTACHMENT A

September Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle
Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor
City Councilmember Tom Rasmussen, Transportation Committee Chair
Peter Hahn, Director, Seattle Department of Transportation (SDOT)
Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT
Allie Gerlach, SDOT Communications
Diane Sugimura, Director, Department of Planning and Development (DPD)
Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)
Doug Cox, Assistant Transportation Planner, SDOT Liaison
Luke Korpi, Acting Traffic Operations manager, SDOT
Brian Kemper, Interim City Traffic Engineer, SDOT
Meeting Presenters: Darby Watson, SDOT; City Councilmember Sally Bagshaw
City of Seattle Council Transportation Committee Members
City of Seattle Neighborhood District Coordinators
Seattle Bicycle Advisory Board (SBAB) Board Members
Individual Meeting Attendees